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2 PARTS PART 2

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# Anson Marston



ANSON MARSTON, the newly elected President of the Society, is a product of the Middle West. There he was born and there has been his life work. His education, to be sure, and special training was obtained in the East, and thus, in a sense, he may be said to represent both these sections of the country.

Perhaps the fact that he went East to Cornell University, after his early training in Rockford, Ill., may be accounted for on the ground that the Middle Western universities during the Eighties had not reached the perfection and reputation of to-day. Otherwise, young Marston might have obtained his training near at home; but what is more certain is that it remained for him to be an influential factor in bringing the Middle Western engineering schools to their present enviable position.

Be that as it may, as soon as he had completed his college course in 1889, he returned to the Mississippi Valley, where railroad work claimed his attention for a few years. But for a very few years only; in 1892 he went to Iowa State College at Ames, as Professor of Civil Engineering, and here, after 36 years, we still find him.

It sounds like a brief recital, but actually they were busy years that are so quickly mentioned. After a dozen years of teaching he rose to the office of Dean of all the engineering work of the College. At the same time he became Director of the Iowa Engineering Experiment Station. The brilliant record made by these two organizations is a fitting tribute to his zeal and executive capacity.

As if that were not enough, he has

*Anson Marston*
*Sixtieth President of the Society*

devoted much attention to consulting engineering. Naturally, this has been largely confined to his own vicinity, Iowa, Illinois, and Minnesota. And yet his reputation has extended much farther, and his name appears as a member of the Engineering Board of Review for the Sanitary District of Chicago in 1924-25; as Consulting Engineer on Sewerage and Sewage Disposal at Miami, Fla., since 1925; and on various other important works.

Like many other members of the teaching fraternity, his interests have gone far beyond his own immediate work. The engineers of his State have honored him with the Presidency of the Iowa Engineering Society. Educators have recognized in

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# Notable Society Growth

THIS is the time to remark about the growth of Society membership. The year 1928 has closed and permits of exact comparison with the previous statistics in this respect. The net increase in membership was 820—the largest in the history of the Society.

This net growth is composed of several very suggestive elements. First, 1310 applications for admission were under consideration during the year. Not all these men, however, were elected, or it elected, qualified during the year. Some, again, although elected late in the previous year, qualified this year. There were 555 Corporate Members and 654 Juniors elected. Reinstatements, etc., 35 in number, made up the total of 1244. This would have been the growth, if it had not been for losses.

Death took 142 members. This is a little larger percentage than usual. It is an interesting fact that each year death claims a larger percentage of members in our Society than in any of the other Founder Societies. For example, the rate of loss from this cause in the American Institute of Electrical Engineers is just about half of ours.

Resignations totaled 79 or 9.58% of the membership. This is about one-quarter the rate that occurs in the other Founder Societies from this cause.

Those dropped on account of nonpayment of dues totaled 131, or 0.97% of the membership. This figure also may be compared with the same figures in other Societies and is found to be about one-fifth their usual experience.

Another element of loss is that of the Juniors who are dropped because

they have reached the age of 32 without having transferred to a higher grade, as required by the Constitution. There were 72 of these. Thus, there was a total loss of 424, leaving a net growth of 820.

These features stand out: First, the infusion of new blood—in fact, 3360 new men have come into the Society within the past three years; second, the relatively small number of persons who leave the Society because of lack of interest as compared with other Societies of similar character; and third, the number of young men who are coming in as Juniors immediately after their graduation.

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## New Awards

TWO new Society prizes are now available, the Phebe Hobson Fowler Engineering Architecture Award and the Phebe Hobson Fowler Professional Award. Charles Evan Fowler, Member, has given to the Society securities of a par value of $10,000, the income from which is to be used to pay the annual costs of appropriate medallions and certificates.

In addition, Mr. Fowler has personally supervised and paid for the preliminaries incident to the design of the medallion—the original large size plaster models, the final wax models, and the dies. From these have been struck and presented to the Society enough medals to provide for two years' awards.

Certificates to accompany them have also been prepared at Mr. Fowler's expense and sufficient copies furnished for seven years' use. Thus, the Society will be spared current incidental expense on these accounts for a period which will permit an accumulation on the original fund. From this accrual, in a short time it will be possible to make the third award intended by the donor, a scholarship in engineering architecture to members of the Student Chapters of the Society.

The awards are named for, and given in memory of Mr. Fowler's mother. At the Annual Meeting the original sketches and models were on display. Provisions governing the awards were detailed in the October, 1928 Proceedings. Presentations are to be made at the Annual Conventions of the Society.


*An excellent likeness of the Fowler Awards—left, the Professional Award, and right, the Engineering Architecture Award. Cuts are about half size*

## On to Tokyo

GRADUALLY the details of the forthcoming World Engineering Congress in Tokyo, beginning October 29, 1929, are taking form. Especially is this true of the American participation, including the selection of delegates, ship reservations, etc.

As official transportation agents, the American Express Company has been selected by the American Committee. This company is prepared to arrange itineraries, book passages, and look after many other bothersome details. A special ship has been reserved for the exclusive use of the engineering party. This is the *President Jackson* of the Dollar Line, leaving San Francisco, October 11.

Up to the present, about 150 requests for reservations have been received. On this basis it behooves prospective visitors to make their applications at once. It would be a pity if any member of the Society should be disappointed in going to Japan through ignorance or lack of foresight. Accommodations for American attendants at Tokyo are limited, and there is a definite prospect that the requests will exceed the capacity.

The Headquarters of the American Committee are in the Engineering Societies Building in New York, where application blanks and latest detailed information will be gladly furnished. Mr. George W. Fuller, Vice-President of the Society, is Chairman of the Committee on Promotion and Attendance.

## Veterans

AT the close of the year many vital statistics are brought up to date and among them one finds the list of those who have been members of the Society the longest. Here is the list of the 27 "oldest members":

1869
Clemens Herschel—April 21
1872
William W. Maclay—November 6
1873
Thomas P. Kinsley—February 5
1874
William H. Burr—June 3
Josiah F. Flagg—October 7
Robert Fletcher—November 4
1875
John W. Hill—February 3
Charles P. Perkins—February 3
Frederick B. Howard—March 3
1876
Caspar W. Haines—February 2
Henry N. Francis—March 1
C. E. Billin—April 5
Frank O. Whitney—May 3
Charles R. Flint—June 7
1877
William C. Gunnell—February 7
David E. McComb—February 7
1878
Thomas Rodd—June 5
1879
Montgomery Meigs—March 5
Percival Roberts, Jr.—May 7
George B. Cornell—August 6
Charles L. Strobel—December 3
1880
John G. Van Horne—February 4
Robert A. Shailer—March 3
George S. Field—April 7
George H. Pegram—April 7
Samuel H. Yonge—May 5
George H. Simpson—October 6

## Index to Proceedings

LOOK in any December Proceedings and you will find a complete index for the year. As a matter of fact, two indexes are included, one covering Society Affairs—that is, the first section of the monthly numbers dealing particularly with business and social matters; and another covering papers and discussions, or the technical publications. This latter, in itself, is subdivided into subject and author classifications.

Thus, a very complete reference is available, of which many members doubtless are unaware. That it so largely escapes attention is perhaps due in part to the impression that Proceedings is of temporary value only. But this characterization hardly applies.

Many of the papers, it is true, will be published a second time in Transactions, with the added convenience of all the discussions pertaining. But nobody knows which papers will be thus honored, and which will be found only in Proceedings. And so, unless a member religiously keeps his Proceedings and the indexes corresponding, he may not have access to the paper he wants in time of emergency.

Much care and labor is involved in compiling the mass of valuable material correctly—listing it under its various classifications, compiling the names of all contributors, and checking the accuracy of references. The pains taken can only be justified by the usefulness of the index to members. This reminder should suffice.

## Innovations

THE Annual Meeting of 1929 is over and that's that. The attendance was large, as usual. The certificate plan worked again—for the fourth consecutive time. The new President was invested; an Honorary Member welcomed; prizes distributed, etc., etc. Out of it all each one who attended carried away some impression.

Papers were presented on 28 different subjects. Committees reported on the progress of their year's work and gave the outstanding technical features developed. There were, however, two innovations, one of a social nature and the other technical in character.

Instead of the burlesque, "Amalgamated Order of What-Not Engineers", which for the past three years has been presented at an enormous expenditure of effort on the part of a few members of the Society resident in New York, the feature of the Smoker on Thursday night was a humorous talk by "the noted explorer, Dr. Walter E. Traprock". The What-Not Engineers could not cease to exist without a struggle, however, and conferred upon Dr. Traprock the degree of E.E. (Exploring Engineer).

The technical innovation consisted of the presentation on Wednesday afternoon of summaries, prepared by specially selected committees of the Technical Divisions, of the "Status and Progress of the Art" as applied to City Planning, Highways, and Waterways.

In thoroughly understandable language, those present were informed of the advances that have been made in the technique of these topics and of the practices which were held formerly but are now being superseded. It seemed that if one wanted to be kept up to the minute on his specialty there could be no better way of doing so than by hearing these reports.

Above all, however, the Annual Meeting seems to afford to all an opportunity to learn something of help to them in their vocation and to do it in the company of a host of friends and acquaintances. Doubtless many attend largely to meet with friends of bygone years.

## February Proceedings

SELDOM can tests of full-sized, going engineering works be checked from accurate models of the identical structures. Such, however, was the interesting situation as explained by Messrs. Floyd A. Nagler and Albion Davis, Members, in their paper "Experiments on Spillway Discharge of the Keokuk Dam", which opens the February Proceedings. The tests served not only to affect a careful rating for the spillway, but to establish a method for determining accurate daily flow records of the Mississippi.

Tests for such a large structure are in themselves interesting, especially under the careful methods pursued, and the various combinations of open and closed gates. Perhaps more interesting, however, was the checking of the resulting discharge coefficient (which was found to be between 3.71 and 3.90 as compared with the design value of 3.33) by means of tests at the State University of Iowa. These latter were augmented by others involving variations of the pier nose.

Delving into old records, in his paper "Water Power Leases", William H. Cushman, Member, unearthed some interesting data. These are taken from various localities, but mostly in New England and the East, where the old methods of leasing water seem to have originated. In fact, some of the leases are still in force. As the advent of hydro-elec-

## Miscellany

Word comes from Panama of a banquet held recently by members of the Society at the Miramar Club. There is no Local Section of the Society there, but six Members, four Associate Members, and three Juniors were present—all on the basis of Society membership.

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Attention is called to the information in each Year Book (page 72 of the issue of 1928) relative to "Searches in the Library".

The service afforded may be of great value to some members in an emergency and it is well to be informed.

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Two years ago the badges for Students were changed to conform to the shape of those worn by Corporate Members of the Society. The shield shape so familiar in the established form is followed, but is enclosed in a narrow white margin. It has now been decided to issue these insignia not only as pins, but as watch charms as well. The price is $1.00. This new style may prove as popular as the pin among the younger members of the profession.

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The case of Stevenson *vs.* Stephenson has given rise to a number of comments the latest of which is from J. V. Nimmo, Member, resident in Glasgow.

In the issue of November last it was stated that: "Both . . . were eminent English Engineers". Mr. Nimmo, however, suggests that Stevenson was a Scot. In this he is correct. Mr. Craver, Director of the Engineering Societies Library, advises that Stevenson was born in Glasgow in 1772.

tric development has practically put an end to this system, Mr. Cushman's studies have added interest in the present day.

The Progress Report of the Special Committee on Steel Column Research is too extensive to receive full justice here; it deserves to be read by all structural engineers. The report covers two years' work up to May, 1928, and includes the description of certain special tests on relatively small columns, as well as the continuation of the general report of the Committee. Details of materials, set-ups, and test data, give a decidedly complete picture of the Committee's work. Members may be gratified in noting such a valuable addition to an important topic of ever-present interest.

Concluding the February Proceedings, appear discussions on 15 topics, to the number of 25, and memoirs of 8 deceased members.

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## Juniors Co-operate

THE Society's Committee on Engineering Employment in Public and Quasi-Public Offices consists of Ernest P. Goodrich, Chairman; E. O. Griffenhagen; A. B. McDaniel; W. F. Reeves, and Arthur Richards. With them there have recently been associated five Juniors: Will K. Brown, Axel Bergholm, J. M. Hardesty, W. S. Petrillo, and G. W. Smith (now Associate Member).

The arrangement is an experiment which may grow into an established practice. The Committee consists of men who have been selected for their interest in the problem and their knowledge of the subject. For the sake of economy and ease of getting together, some care was used in appointing men living conveniently near each other. As it turns out they find it practicable to meet in New York.

The work they have undertaken calls for a study and codification of many voluminous classification schedules of employees. This is the part that the Juniors have volunteered to assume. They sit in as observers at the Committee meetings in order that they may thoroughly assimilate the point of view expressed or desired; then, as convenience permits, they work out the more laborious details. All concerned express themselves as much pleased with the arrangement.

## Anson Marston

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him a leader, and he has been President of the Society for the Promotion of Engineering Education. Committee work of various kinds has claimed much of his time. Just to mention a few of the projects, offhand there comes to mind his activity in the American Society for Testing Materials, the Chairmanship of the Joint Concrete Culvert Pipe Committee, Chairmanship of the Advisory Board on Highway Research, and Member National Research Council.

Still another of his many activities is found in the Land Grant College Association. In its engineering branch, he has already served as President, and now he is presiding officer over the entire Association, engineering, agriculture, and all its other phases.

In the American Society of Civil Engineers, also, his name has been prominent for years—Member since 1903; Director, 1920-22, and Vice-President, 1923-24. He was appointed on the original Committee to Formulate Rules Governing Organization of Student Chapters, and, later, served as Chairman of the Student Chapter Committee. He was a member of the Research Committee for five years, having served as Chairman in 1924.

For almost 25 years he has been one of the three members of the Iowa State Highway Commission. When it is considered that this period covers also the development of the Iowa Engineering Experiment Station from almost nothing to its present high position, and likewise the nursing of the graduate work to a sturdy maturity, it becomes very evident that Iowa has indeed much to credit to the endeavors of Anson Marston.

He has likewise served the Nation. During the World War he was a Major of Engineers, becoming a Lieutenant-Colonel in 1918. Since 1924, his title has been Colonel of Engineers, Engineers Reserve.

Thus, he brings wide experience and success in varied spheres to the most honorable position within the gift of American civil engineers. His many friends will be sure of his further success. His wide circle of acquaintances will look to his administration with confidence, and a notable roster of predecessors will have every reason to expect from him a continuation of the Society's high ideals.

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## Jottings

### *From Local Sections*

"Airports" was a topic at Baltimore.

Philadelphia had a Symposium on Regional Planning.

At Dayton they learned how to avoid traffic congestion—by building three new bridges.

Cleveland rebated part of the cost of its dinner tickets to student members of Case Student Chapter.

San Francisco saw motion pictures of the construction of the San Mateo-Hayward Bridge.

Sacramento endorsed the principle of registration of engineers. Seattle has this matter on its mind, too.

Ladies were present with the Central Illinois Section to hear and see an illustrated lecture on "Experience with the Geological Survey of Canada".

The Arizona Section has remitted the dues of a disabled war veteran "as long as he is incapacitated".

The Standard Form of Agreement between Owner and Contractor as adopted by the Texas Section in 1921 has been revised and a new supply is being printed.

The Colorado Section met at Boulder and after hearing details of the tests on the Model Arch Dam, adjourned to the cellar and tested it themselves.

### *From Student Chapters*

The University of Maine Student Chapter enjoyed C. L. Pollock's talk on "Paving Stones".

The University of Illinois Student Chapter heard Professor C. C. Wiley explain the organization and principles of the Society.

### *From the Annual Meeting*

As usual, student members from near-by chapters were numerous.

Supplies of preprinted papers and reports were far inadequate in many cases.

Following the Division Sessions Thursday morning, variable lunch hours were in order—none of them early.

Either some of the meeting rooms were too small, or the attendances were too large. But nobody seemed to complain f having to stand.

By actual count, more than 550 mem bers were attending Division Meeting simultaneously. Does anyone suggest lack of interest?

Comments on the boat trip were alto gether favorable—moderate temperature, good lunch, and plenty of time to vis friends.

Influenza certainly had its day, a struck at the various meetings witho favor. Result—some necessary "pinc hitting" for sick members. From all a counts each substitute made a clean hit.

An attendance of 200 or more for t subway inspection is almost a record—ce tainly it exceeds that for several yea back. The luncheon at its close was welcome surprise.